

MUMEYA.
Japanese Photographers.
All kinds of Photographic
Work done in latest styles
also Passport Photos.
Developing and Printing for
Amateurs a Speciality.
No. 84, Queen's Road Central
Tel. 194.

The China Mail.

ESTABLISHED 1848

Rainfall 0.00 inch.

Humidity 96.

May 6, 1919, Temperature 73.

Call and inspect
the
1919 Ford CAR
The most economical Car on
the market.
ALEX. ROSS & CO.
Phone 2487.

No. 17,456.

號六月五年九十壹百九千壹英

HONGKONG, TUESDAY, MAY 6, 1919.

日七初月四未己亥歲年八國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

GRANDER
BUDEN
AND
OVERLAND
MOTOR
CARS



ALBERT
ORLY
BARTY
DAVIDSON
MOTOR
CYCLES

TELEPHONE 489.
INSPECTION INVITED.
BEST CARS IN THE COLONY FOR HIRE.

We have just received a
Consignment of
**SIR ROBERT BURNETT
& CO.'S
GIN**
OLD TOM
AND
DRY.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
TEL. 616.

YEE SANG FAT CO. B.V.D. COAT OUT UNDERWEAR & KNEE LENGTH DRAWERS



"Oh Yes, Sir.
The Red Woven Label is always
seen in a B.V.D. garment.
Anyone who sells you under-
wear without the label and calls
it 'B.V.D. Style' is putting
something over on you. 'B.V.D.'
is a trade mark and not a style."

YEE SANG FAT CO.
Telephone 1355. Queen's Road & D'Aguiar Street.

Diss Bros
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2843.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service in the China Mail)

FUME.

AMERICAN OPINIONS.

LONDON, April 25.
New York reports that most of the evening papers, commenting on the Italian crisis, incline to the belief that Italy's defection would not vitally affect the final peace treaty. They support President Wilson's contentions as regards the Adriatic settlement professing to regard Signor Orlando's withdrawal as a typically Italian "emphatic gesture." The Sun, however, attacks Wilson's idealist views and holds him responsible for the present deadlock. It says the Fiume issue is not America's affair.

AMERICAN OPINIONS.

WASHINGTON reports that Senator Johnson of California and other Republican senators endorse Mr. Wilson and promise fully to support him if he maintains his attitude and declines to curtail to execution the secret bargains whereby peoples were disposed of without their knowledge or consent. They hope the President will refuse to recognize Japan's secret bargains.

A NATURAL SERB OPINION.

Paris reports that M. Ribbitch, the chief Serbian delegate, was interviewed by Reuter and said one of the Allies' greatest mistakes since the armistice was allowing Italian troops to occupy Delmatia. Most of the trouble with Italy is due to that.

ORLANDO STILL TALKING.

[The first part of this message has already been published.]
Signor Orlando opined that Mr. Wilson as an advocate of the right of self-determination must himself recognise the right for Fiume, the ancient city, which had proclaimed that she was pro-Italian. "Even before the Italian ships were near." Moreover, if the right were denied on grounds of its international character, then such international character as Antwerp, Genoa, and Rotterdam were refusing precedents. Furthermore, he claimed that among the various national reorganizations which the Peace Conference was establishing none of these recognized peoples would contain within their new frontiers a number of foreigners proportionately less than that which would be assigned to Italy. He asked why should Italian aspirations especially be suspected as imperialistic cupidity, adding that despite the history of these negotiations wherein firmness had been necessary, the Italian delegation had always showed a great spirit of conciliation in the research for general agreement.

IF THIS BE TRUE, ORLANDO'S NOT.

LONDON, April 25.
The Times Paris correspondent declares that the gist of Wilson's manifesto, if not indeed the full text of it, was communicated to Signor Orlando by Mr. Wilson ten days ago.

AUSTRALIAN AIR FORCE.

LONDON, April 25.
It is anticipated that the Australian Commonwealth's air force will total 1,400 officers and men in two years' time. It is proposed that instructors shall subsequently thoroughly train all men desiring to become civilian flyers.

CIVIL AVIATION AT HOME.

LONDON, April 25.
[The ban on civil aviation is to be removed on May 1 when flying will be permitted along seven trunk aerial routes radiating from London and extending to Scotland, Dublin, Belfast, Plymouth, Bristol, France, and Holland. In a statement issued by the Air Ministry, details are given of the routes and facilities to be afforded by the Government to civil pilots at various stations between the starting-point and destination. It is the intention not merely to establish direct communication between the metropolis and the places named above but to provide for some larger towns on the lines of flight. The Ministry is responsible for the airworthiness of all civil aeroplanes and passenger-carrying craft. Pilots and aerodromes will be subject to rigorous periodical inspection.]

HUNGARY WANTS ARMISTICE.

ENTENTE WILLING ON TERMS.

LONDON, April 25.
The Lokai Anzeiger has reports from Vienna, that the Hungarian Soviet requested the Entente Mission to send representatives to Budapest to negotiate concerning an armistice, whereupon the Entente replied indicating its readiness to conclude an armistice if the government abdicated and a new cabinet representing all the bourgeois parties in Hungary were established and all the Soviet decrees withdrawn. The telegram adds that negotiations will be begun upon these conditions.

COAL REPORT POSTPONED.

LONDON, April 25.
The coal commission's report will be presented on June 20 instead of as originally proposed.

BRITISH RULE IN GERMANY.

The eminent French writer and preacher, Paul Hyacinth Loyson, has just visited the whole of the German area occupied by the Allies. He says that all through the British zone of occupation an Allied officer is practically in the hands of German clerics for billeting, information, and all other commodities, and they are zealous, courteous, versed in all languages, eager to serve under any rule, prone to curb under any yoke, and proud of the domination.

Thus the British authorities, with tactful and cold comprehension and a sort of distant contempt, are using the Huns as their janitors, not their slaves, as the highest domesticity of the household. But if the British naturally behave as gentlemen, even towards the bandits who slew 15,000 of their civilians on sea and 5,000 on land—that is to say, if they are neither offensive nor obtrusive in the slightest degree versus the conquered—yet do they lose no opportunity of bringing home substantially to the German the hard fact that they are victors. As you know, the German papers are all published with this notice over the title: "Erscheinung mit Erlaubnis der britischen militärischen Behörde (issued by permission of the British Military Command)."

Oh, John Bull, my friend, what a revanche! Whilst I was in Cologne the venerable and stately Kölnische Zeitung, the Times of former Germany, tried to work out a little piece of tomfoolery against the French, according to the instructions of the German propaganda, which is more acute than ever, and always in the same old hands. The device was to praise up the British occupation to the detriment of the French. A French ally is proud to state that on the very moment when the number of the paper appeared the editor of the Kölnische was summoned to the British B.H.Q. and simply told that "that would not do," and that the paper would have to be suppressed for a week. The jolly old Boche took it for a vague warning, and was totally flabbergasted to find on the next morning that his august paper was suppressed for a week. Other bright but trenchant hints as to their present conditions are also given to the Huns in the most remote and direct manner, such as posters on the walls, printed in English, which all the German middle class can read: "The causes of the German defeat, a public lecture by Captain X, of the British Staff, and posters, posters all over the town in English, pointing to the Y.M.C.A., and to all sorts of permanent pleasurable performances of the British, such as the daily British theatricals for the lads."

All intimacy, however, even a mere conversation in the streets with the German women-folk, is strong verboten, which almost means the threat of a court-martial. The British wives, lovers, mothers, and sisters at home can feel perfectly reassured their boys are on their best behaviour in Germany—not billeted in barracks, but in convents.

A quick snapshot to finish. Can you think of anything more base, more utterly vile and crawling than this printed sign, in English, stuck in the shop windows of Cologne over their iron crosses for sale, the emblem of valour and the reward of death: "Gentlemen, do buy souvenirs from Germany to send to your people at home!"

FUME.

We don't pretend that our editorial to-day is the last word that can be said on the dispute between Italy and President Wilson. It expresses our present point of view. To help the public to get a right understanding, we give here a letter written to the Canton Times by Mr. Volpicelli, which we have condensed slightly. President Wilson's views we have already had.

Before any other statement, it is my duty to inform your readers that foreigners have no idea of the intensity of the national feeling in Italy about Fiume, nor of the indignation caused by ill-judged comments and actions of certain Allied persons. The indignation was not confined to the hot-heads but was expressed by the calmest and most representative men in Italy. Months ago, Malagodi, the editor of the Tribuna, the principal paper in Rome, wrote an article on the subject and put as a heading the old Italian proverb: "God save me from my friends, for I can take care of my enemies myself." Unfortunately the heading was justified by many events that have taken place lately.

As for Fiume, by all reasons of nationality and self-determination, it should go to Italy. It has always been an Italian city, and has been recognised as such by Austrians and Hungarians: it is extraordinary that our Allies should on the contrary deny this self-evident character of the city. Moreover Fiume has always wished, and wishes to be Italian, so on the principle of self-determination it should go to Italy.

The support of the Servians in their outrageous pretensions has been a shocking exhibition of bad taste. How can we be asked to give up our Italian fellow countrymen to the care of the Servian Government? Let us consider what has been the record of this Government. It starts with the gruesome assassination of Queen Draga, whose naked corpse was thrown out of the Palace windows on to the public square. The circumstances were so horrible that for some time the British Government would not recognise such a band of assassins.

In 1912, after the first Balkan War, the Servian Government succeeded in wrecking the Peace Conference at London and bringing about the Second Balkan War, just as now they are trying to wreck the Peace Conference at Paris.

The original cause of this terrible war was the assassination at Sarajevo of the Austrian Archduke. It is well-known that at Sarajevo three plans for the assassination of the Archduke had been prepared for the same day—nowhere has political assassination reached more artistic refinement than in Servia, where it is the best introduction to Court Life. The first plan failed, the second succeeded and so the third became superfluous. The young man who killed the Archduke and the Archduchess (he had been carefully trained in pistol shooting long before the date) was condemned by the Austrians to penal servitude for life, as he was under age and could not be condemned to death. He died in prison.

But not only is the Servian Government responsible for the horrors of this war, but as soon as success has come to it through the valour of others, it has shown the blackest ingratitude. It was the Italian fleet that saved the remnants of the Servian army and now the Servian Government wishes to rob Italian cities. But there is still worse! When Austria, one of the greatest military Powers of Europe, declared war against Servia, the first to rally to the side of the latter was the King of Montenegro with his heroic people. What has been the reward for this heroic self-sacrifice? As soon as the Greeks shattered the power of Bulgaria (American papers have shown that in the last great Balkan offensive the Greeks had more troops than all the other Allies put together) the Servians overran Montenegro and forced a bogus political vote for the union of the country to Servia. Montenegrin patriots are travelling through Europe, vainly trying to arouse interest for their ruined country. Those who wish to defend small countries have no better case than Montenegro, the smallest most heroic country of Europe, ungratefully and treacherously sacrificed to the exorbitant ambition of Servia.

But to its other crimes the Servian Government has added the most degrading shamelessness. They have exhumed from the prison graveyard the body of the assassin of the Austrian Archduke and intend to erect a monument to him as the author of the war that has cost more than any other country, more than doubled its territory and given it one of the finest sea-ports in the world. While millions of deluded wretches have suffered death and mutilation for the cause of "Democracy" for "Making the World fit to live in" the Servian Government with degrading callousness shows what fools we have been and gives away the whole show.

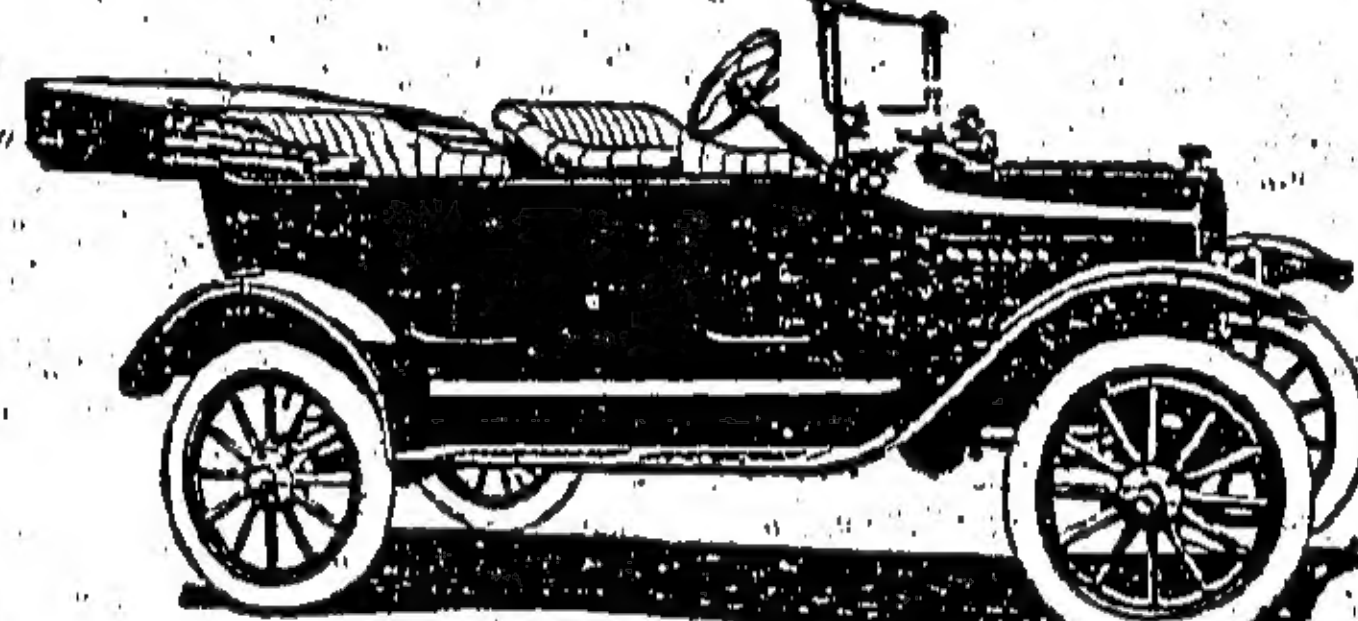
BUSINESS NOTICES

J. T. SHAW.

TAILOR, HABITMAKER
AND
OUTFITTER.

21, HONGKONG HOTEL BUILDING,
HONGKONG.

Ford



Five seater Touring Car, complete ... \$1,388
Two seater Roadster with rear Luggage compartment ... \$1,280
Ford truck chassis with extra long wheel-base and two solid tyres, 3,000 lbs. capacity ... \$1,800

ALL COMPLETE WITH ELECTRIC LIGHTS & ELECTRIC HORN.
ALEX. ROSS & CO.,
4, Des Voeux Road Central.
Phone 2487.

YARDLEY'S PERFUMERY & TOILET SOAPS.

A full assortment of the above is just to hand.

LAVENDER BATH & TOILET SOAP A SPECIALTY.
\$2.50 & \$1.25 per Box.

THE PHARMACY.

(FLETCHER & CO., LTD.)

22, Queen's Road Central.

Tel. 345.

DIAMONDS,
JEWELLERY,
SILVERWARE,
CUT GLASS

QUALITY—VARIETY—PERFECTION.

J. ULLMANN & CO.,

QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

WESTINGHOUSE ELECTRIC FANS!!

A LARGE STOCK

HAS JUST ARRIVED.

These Fans are renowned
for WORKMANSHIP,
QUALITY and SERVICE.

Book your Orders before
it is too late.



THE SINCERE CO., LTD.

TELEPHONE 1967-8.

SPARKLING MINERAL WATER.

Pyeris

AN EXACT REPRODUCTION OF A WELL-KNOWN
SPA AT HALF THE PRICE. BLENDS PERFECTLY
WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Telephone No. 436.

Wm. Powell Ltd
TELEPHONE 346

JUST ARRIVED

LARGE VARIETY

LADIES' & CHILDREN'S
BATHING SUITS
ALSO
BATHING CAPS.

MARRIAGES.

AHMED-LIANG.—On April 26, at Shanghai, Abdool Sutar Ahmed, to May Liang.

RIVERO-ROZARIO.—On April 26, at Shanghai, Samuel del Rivero, to Julia Maria do Rozario.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, MAY 5, 1919.

FIUME.

Yesterday's telegrams must have been distressing reading to those who have been encouraged to hope that the Paris Conference was about to produce a happy issue. The Americans boggle at agreeing to a clause in the preamble of the Covenant, formally recognizing racial equality, a point which we consider could have been gracefully yielded without risking any other principle. The Japanese balk at signing the Peace Terms, until they get their own way in that and one other point. And the Italians, apparently on a punctilio, are offended by the well-meaning Wilson and (indeed by the always intensely patriotic newspaper men) are enjoying "demonstrations" against him. Signor Orlando, complaining that the Wilson proclamation was designed to place the people in opposition to the Government, issues a counter-proclamation, in which he distinctly dissociates President Wilson and the American people—thus being guilty of the very offence at which his outcry was directed.

All this is especially deplorable at a time when international politics were shaping to abandon the bluff and bullying of the old diplomacy in favour of machinery moved by the spirit of sweet reasonableness. In some ways it may prove less harmful in the long run than it does help to discredit the old system to which many conservative people still cling, on the usual ground that what was good enough for their fathers is good enough for them, and that anything new is certainly doubtful and probably bad. For this complication between Italy and the other Powers undoubtedly arises out of secret diplomacy by members of the class to which the diplomat job has hitherto been confined, who more over, (through the mouth of one of the Cecils) lately claimed to be the only people fit for it. The Pact of London, whose text we gave in the *China Mail* last week, did not promise Fiume to the Italians, but it promised more than any secret

That the new little nations made possible by the Allied victory are really a relief rather than a menace to Italy, and that they in turn have a right to access to the sea, is not likely to be recognized in cold blood while the Italians are worked up to the pitch of claiming that "the war was won on the Italian front." The need is still for vision for imagination, for less parochial selfishness. Unfortunately, though we consider the Italians unreasonable in their attitude, we have to confess that as bad examples have been set them.

KINGS AND KAISERS.

Those who want to see the Kaiser "punished"—an awful crowd—argue that being autocrat he was personally responsible for the acts of his ministers. In the words of the *Daily Press* this morning, "their responsibility is commensurate with their authority." As to whether he was an autocrat or not, there is difference of opinion. We understand our contemporary to mean that he was, when it says the ministers are the Kaiser's servants, not the country's. To us this opens up the gratifying proposition that responsibility should attach as much to the assumption of authority as to the possession of it. Grant us that, and the Kaiser's doom is sealed, for he was a prodigious ass. A conspicuous example of egomania, in every one of his utterances every one of his pronouns was in the first person singular. To such a man, his present position must be a severe punishment; but the *China Mail* would regard his execution as an event of no greater importance than the killing of a dog suspected of rabies. Even had he been a private citizen, a man with his delusions would be better dead. As a Kaiser, however, it is necessary to remember that a folly of the crowd to some extent encouraged that attitude. Our own people have not yet grown out of, nor ceased to applaud, our own innocent King's way of talking, of which his reply to the address from the bishops has served to remind us. The formula is provided for him, of course. He talks of my army, my navy, my ships. His officers talk of His Majesty's this and that and the other, including even His Majesty's prisons. About the only exception we can think of is the National Debt. That's ours.

MONEYLENDERS AND BORROWERS.

Periodicals like *Truth*, while doing a public duty in exposing usury and fraud, unconsciously help to perpetrate a popular error of judgment and to enhance a public hatred that is natural but neither logical or fair. We observe that in Hongkong it is considered we have some rich blood-suckers. Naturally, it is no business of the *China Mail* to defend them. Our duty is to the people at large. If, for instance, we see that it is bad for the people themselves to "hate the Kaiser" too much, we can say so without troubling to defend the Kaiser. Here is regards the moneylenders. If there were no borrowers there would be no moneylenders. It is not right or wholesome for greedy people who have not learned the discipline of "going without," or even of reasonably desiring, to hate the men who prosper by their own thriftiness and folly. These are an evil they themselves create. A very, very small percentage of the borrowing is at all necessary. "Borrowing" dulls the edge of husbandry, and as we have just noticed, "loan off" loatheth himself and friend." Our advice to the grumblers is simple and just and tending to their edification and profit. It is this. Boycott the usurers; don't blame them.

THE WHIRLIG OF WAR.

The smooth pink of Army red tapery was bound to be incarnated by the whirligig of such a war. The trouble began early. Kitchener's chaps began it. There is the quite true story of the North Country miner at Aldershot who told a bullying sergeant, "That's enough, mate. I give you a week's notice." Many similar incidents could be narrated. A recent case at York Assizes seems to us to "put the lid on," as soldiers themselves would say. According to a London paper, Christopher H. Reddon, a solicitor, of Ripon and Harrogate, until recently a private in the A.S.C., sued his commanding officer, Major G. C. Evans, to recover damages for alleged false imprisonment, malicious prosecution, and slander. General Maxwell's attention was called to a letter which Mr. Reddon said he had written to him on July 25 last drawing attention to the sentence of "14 days" "C.B." passed on him for making a frivolous complaint against an officer and for conduct to the prejudice of good order and military discipline, the charge being one of writing a letter to his commanding officer. Very few men are fit to be trusted with such power over other men as is given to the Army Officer, and a wise man is not dismayed by the frequent occurrence of injustice. He knows (after forty,

anyway) that he must put up with a little injustice in his associations as with a little dirt in his food. But what they call "discipline" in the forces is a fetch that puts on fearsome appearances. Probably this lawyer complainant, in pre-war days would have been sure to remark, "Discipline? Ah, yes. Discipline must be enforced." With so many men the means obscure the end. The major told the solicitor-soldier that his letter was "damned rot." We have a furtive admiration for that major, who was probably quite right, and we await the issue of the suit with the utmost placidity.

LOCAL AND GENERAL.

Chefoo has got and now does not want "daylight saving."

According to the Chinese Calendar today is Lap Ha, the first day of summer.

Mr. Harry de Windt has been knocked down by a taxi-cab in Oxford Street, and is suffering from a broken thigh.

Major Woodbridge of the Royal Air Force arrived in Japan per s.s. *As Maru* with half a dozen Handley Page machines.

Mr. F. Nightingale of the Education Department, and Mrs. G. W. Gegg, were among the passengers by the *Suwa Maru* yesterday.

The Southwark Borough Council is laying a quarter of a mile of rubber blocks in place of wood. Thus the former experiment is justified.

Among the passengers that left by the s.s. *Seiya Maru*, on May 3, were Lieut. F. S. Redgrove, R. N. Captain J. F. Sheridan, Dr. and Mrs. J. M. Swan, and Dr. and Mrs. J. M. Wright.

The week's return of communicable disease showed 36 cases of plague (30 fatal), two of enteric, one of small-pox, two of typhoid (one English), and 10 of cerebro-spinal fever (five dead).

Major D. Macdonald and Mr. A. McIntyre, two of the oldest members of the Engineers Institute, are being honoured at the Institute this evening at six. Both gentlemen are going home shortly.

The London *Morning Post* says that it is understood that Sir Eric Geddes, in using the powers under the Transport Bill, proposes to make Hull the centre for wool imports, and Southampton for cold storage and dairy produce.

The London *Daily Express* says that the Government is considering sympathetically a proposal to despatch two battleships to each of the Overseas Dominions as a token of appreciation of their war services, and also to convey troops homeward.

An interesting forthcoming event is that of two sisters to wed two brothers. Miss Dulcie Franklin, eldest daughter of the late Frederic S. Franklin and Mrs. Franklin, of Lancaster Gate, is to marry Capt. J. S. Sassoon, Dragons, eldest son of the late J. S. Sassoon, of Ashley Park, Walton; her sister, Miss M. Franklin, is to marry Capt. F. Sassoon, R.F.A., brother of the above.

Acting upon strong medical advice the Bishop of Victoria, Hongkong (Dr. Lander) sailed yesterday by the *Suwa Maru* for Canada. He hopes to return to the Colony at the beginning of October. During his absence the Ven. Archdeacon Barnett will act as his Commissary. The Rev. A. D. Stewart of St. Paul's College will attend to all the Bishop's correspondence.

Commendatore Volpicelli who has been Italian Consul-General for Hongkong, South China and Macao during the last twenty years was recently transferred to the Foreign Office in Rome. He is succeeded by Cavaliere E. Elog, L. L. D. who has already assumed charge of the Consulate-General and will reside in Hongkong. The office of the Royal Italian Consulate-General is at the Hotel Mansions (opposite Post Office), Pedder Street, 4th floor.

The biggest gathering ever seen at a social event of the kind assembled in the Town Hall, Kuala Lumpur, on April 23, when to celebrate St. George's Day, the Englishmen of Selangor gave a fancy dress ball, which was attended by something like five hundred, a very big proportion of those present being in fancy dress. Such a record crowd, such the *Malay Mail*, taxed accommodation of the Town Hall to its utmost capacity.

At the meeting of the Municipal Commissioners at Singapore on April 25, Mr. W. Lowther-Kemp was asked the following questions:—(1) When will the present restrictions on the connecting up of new consumers of electric current within the town area be removed? (2) Is the present supply of current sufficient for the new hotels, flats and offices now projected in several parts of the town, and if not, when is it expected that the necessary additional supply will be available?

LOCAL AND GENERAL.

To-day's dollar is worth 3s. 5 3/16d.

A fine example—Capt. J. Dugan, M.C., D.C.M., has resumed duty as a police constable at Plymouth.

Mr. F. P. Musso, winner of the recent "Pearl Case," was a passenger to the North to-day by the *Tenyo Maru*.

During the 48 hours ended May 5 there were 11 cases of plague, one of enteric, and one of cerebro-spinal fever.

Mr. C. Bulmer Johnson is returning to Hongkong from Kiree in s.s. *Alhambra* which is expected on the 9th instant.

Mr. and Mrs. Yamasaki are giving a farewell dinner to a party of friends leaving the Colony at the Hongkong Hotel to-night.

From May 1 it is not necessary for Masters of vessels clearing for Singapore to call at Military Headquarters for route instructions.

Messrs. R. E. O. Bird and F. J. de Rome of the Government Service (Education Dept.) left the Colony for long leave by the *Tenyo Maru* to-day.

We shall be counting the disaster of prolonged and bitter industrial strife if capital is allowed to recover its old influence over politics.—*Straits Times*.

The *Shinsen Maru*, *Loh Sang*, *Hop Sang*, *Holies*, *Daloku Maru* No. 3, *Chihki*, *Kwongsoi*, and *Wesang*, are among the latest shipping arrivals.

The Hongkong Tramway Co.'s traffic receipts for the week were \$15,052, or \$2,682 more than in the corresponding week of last year. The aggregate for the 18 weeks was \$254,929, or \$12,880 more than in the same period of 1918.

Captain Brett of the 18th Infantry and Mrs. Brett did not leave by the *Hutchon* on Saturday owing to lack of accommodation. For the same reason, Mr. Vassallo, the Bandmaster, and a few others did not go. These will leave to join the regiment shortly.

The divorce action brought by Mr. Hugh Gilmour against his wife, Florence Gilmour, on the ground of infidelity, the co-respondents being described as "three persons unknown," was provisionally fixed by Mr. Justice Woodward at Singapore on April 24 for hearing some time in May.

The Japanese battleship *Nagato* (4,000 tons) which is under construction at the Kure Naval Arsenal, will be launched in the middle of September. The new vessel is said to be of record length. Owing to the difficulties created by the European war, her construction has been delayed for about a year.

Sir E. L. Brockman asks the *Malay Mail* to contradict the story as to the translation of the investigation to dine with H.M., the King of Siam, first appearing in the *Straits Echo* and quoted by other Malaysian papers. The incident as narrated in the newspapers, says Sir Edward, did not occur on the occasion of his visit.

Telegraphic intelligence received by Dutch Indies journals from Australia is to the effect that influenza is still raging there. In Victoria and New South Wales a large number of cases still occur and there are many deaths. In Sydney, a few days ago, 37 fatal cases were reported within 24 hours. The Government of New Zealand has forbidden the landing of passengers from Australia, but does not wish to limit traffic on freight ships too rigidly.

It was once said of a junior Minister who was made a Privy Councillor as a reward for his retirement, and who then proceeded to attack the Government he had left, that he was entitled to his revenge or to his Privy Councillorship, but not to both. Such is the position of the Allies. They may get some reparation from Germany. They can easily avenge their wrongs and hurt her to destruction. To enjoy both is beyond their power.—*Truth*.

S.S. "TENYO MARU."

The *Tenyo Maru* left for San Francisco and ports en route at noon to-day. Among the local residents who left by this vessel are: Mr. Andrew Forbes, Mr. G. G. Wood, Mr. F. Birley Johnson, Mr. Charles Kinick (of the Hongkong Rope Manufacturing Co.), Lieut. P. C. Millington, B.G.A., and Mrs. C. Millington, and Mrs. E. Abraham, Dr. A. de Carvalho, Mr. Foster Pegg, Mrs. Lee (of the Military Hospital) and Miss Lee. Mrs. J. H. Taggart is going to Japan to meet her husband, who is returning to the Colony after undergoing a successful operation in Canada. Mr. and Mrs. Taggart are expected back next month. The *Tenyo Maru* had a full passenger complement.

THE ART OF CHAPLIN.

HONGKONG THEATRE GOES NAP ON IT.

There are few lives of eminent men that are famous; few that furnish, in all the facts, an image corresponding with their fame. But all things together, Charles Chaplin agree to career. He accomplishes extraordinary works, and in his greatness is so little of the commonplace, so true is he to the laws that govern the expression of the unutterable, that his character and his works seem rather a part of nature than arbitrary productions of the human will. Especially we venerate his philosophic subtlety. Who better than he, with his mobile eyebrow, can interpret the exquisite innateness of the *cut bono ad quid tenisti* mood of mankind? The name of Chaplin appertains to the highest rank of genius; every movement, every gesture of his is wholesome poetry. The means, the materials of his activity, are coarse enough to be appreciated, being addressed to the eye, the results are sublime and yet wholly innocent. It is not without pleasure that we see, amid the falsehood and troubles of the human race, a soul at intervals born to behold and create only the esthetic miracle of mirth. Chaplin is such a soul. In the words of the late Sir Joshua Reynolds, one "feels a self-congratulation in knowing oneself capable of such sensations as he intends to excite." How beautifully his fee expresses the divergent aspirations of men, aiming at the forever unattainable, bound by a tie that is as indissoluble as what'sname, useful in combat, magnificent in perspective, moving with irresistible fascination to the front by motions illusively crustacean. Above all how quaintly modest that small moustache, poised like a pensive cockroach upon the edge of an empty sugar bowl, emblem of more than is revealed to sight. To think that that should have hit the taste of the British Army; that that miniature doormat at the porch of peaceful genius should reappear in endless repetition beneath the very noses of our ever victorious soldiery; it is to recall the ineffable melancholy of the raven of Monsieur Poe, with its refrain of *Jamais plus, jamais plus*. Then there is the vest, the Chaplin waistcoat which so conscientiously aims at respectability, and for ever just fails to arrive. Those frequent, futile pulls at it suggest the Sisyphian hope of Hegel in his famous chapter on the Whatness of What, and the eternal Thatness of Thus, so terribly dissected by Schopenhauer. It is the fashion in the United States of America to sneer at the great Chaplin. Not so in Hongkong, where he is raised to the dignity of a cult. Here, to judge by last night's crowd at the Hongkong Theatre, his followers are as inseparable as his cane, as regular as the bowler hat that covers his intellect. In the circumstances it is gratifying to be able to announce (by request) that students of chaplinism will have further opportunities at the Hongkong Theatre on May 10, 11, 12, and 13. Each day (except Sunday) there will be Matinees at 5.15. Mr. Chaplin will interpret inebriety at a *burlesque*, discipline in a *farce*; and commercial probity in a department store—just as he did last night, to our exceeding great joy.

THE DRAMA.

"DAMAGED GOODS."

Last night's *China Mail* said so much about the Howitt Phillips company of stage players, and incidentally about this play, that there need be no extended comment to-day. There was a packed house, many people being turned away. These will have the opportunity of seeing "Damaged Goods" on Wednesday. It is a great relief to be assured by a contemporary this morning that the satisfaction of the curiosity of the people to see a piece which was for a period *tabu* can have done no harm. The play has been "Englished" thoroughly, and Miss Godart as the nurse had a better opportunity for her style of tense emotion and character drawing. Mr. Howitt did the doctor very well, and Mr. H. B. Waring was a success as the patient. Miss Doris Phillips and Miss Olive Stevens were well suited as the wife and wife's mother.

THE "MISSING LINK."

The interesting letter in yesterday's *China Mail*, on the "Missing Link," by an accident in the printing room appeared with a missing signature. Those who have studied this gentleman's frequent writings in the public press would have no difficulty in identifying the letter as one of "John Kestrel's."

HONGKONG POLICE RESERVE.

Orders issued by Mr. J. W. Frazer, D.S.P., RESIGNATION. P.C. 426 Joseland (attached from the H.K.D.C.) is permitted to resign from the H.K.P.R. on leaving the Colony.

A TALE OF HONGKONG.

ANYBODY REMEMBER THIS?

A writer to the *Daily Express* on March 10 says: I feel that the labour crisis is almost too grave a matter for light-hearted discussion in this column, but I will take the precaution of viewing it from the safe distance of several thousand miles. In China every profession, from labouring to pocket-picking, has its guild, which regulates hours and wages and holds the scales of justice on behalf of capital and labour. These guilds bear no resemblance to ours as existing to-day. Just sixteen years ago a new broom in the shape of a private secretary arrived at Government House, Hongkong, and started spring cleaning by emptying the contents of the Governor's sanctum. The "rubbish," which happened to include the secret defence scheme of the island, was then done up in a tablecloth and despatched by coolie to the Colonial Secretary's office. Having cleared the air to this extent, the private secretary to his Excellency decided to celebrate his advent by granting a *pie in the face* to all the house coolies within a radius of 800 miles demanded the wages of 800 miles. Not only did wages return to the normal, but the recipients of that extra dollar landed it back without a tremor. That is how the wage question is dealt with by the Chinaman.

LAWN TENNIS.

K.C.C. "A" v. WIGWAM.

Played on the K.C.C. ground on Saturday and ended in a win for Kowloon by 63 games. Scores: Green and Manly beat Hobbs and Hicks, 9-2; beat McKerns and Wilson, 9-2; beat Gerkin and Crappell, 11-0. Abraham and Chunyut beat Hobbs and Hicks, 8-3; beat McKerns and Wilson, 10-1; beat Gerkin and Crappell, 11-0. Lindsell and Jefferies beat Hobbs and Hicks, 6-5; beat McKerns and Wilson, 9-2; beat Gerkin and Crappell, 8-3.

Totals: K.C.C. "A" 81 games. Wigwam, 18 games.

K.C.C. "B" v. U.S.R.C. "B".

Played on the U.S.R.C. courts on Saturday. Kowloon winning by 11 games. Scores: Brown and Edwards lost to Macaulay and Cockran, 3-8; beat Mayhew and Claxton, 6-5; beat McConnell and Morrison, 10-1. Woodman and Wilson lost to Macaulay and Cockran, 4-7; beat Mayhew and Claxton, 4-7; beat McConnell and Morrison, 9-2. Wheeler and Taylor lost to Macaulay and Cockran, 4-7; lost to Mayhew and Claxton, 4-7; beat McConnell and Morrison, 8-3. Totals: K.C.C. "B" 55 games. U.S.R.C. "B" 44 games.

HONGKONG JUNIOR TENNIS LEAGUE.

A meeting of the Hongkong Junior Tennis League was held yesterday evening in the H.K. C.C. Pavilion. Mr. J. H. Mead presided, and was supported by Mr. F. M. Mohler as Hon. Secretary.

The statement of accounts showed a credit balance of \$66.81, including a donation of \$50 by Mr. Ho Kwong for the purpose of presenting medals to the winners of this year's competition. This season's tournament was discussed, and it was decided that it would be impracticable to have a tournament as only four teams—Kowloon, C.R.C., Civil Service and the Chinese Y.M.C.A.—had expressed a desire to join. It was considered that the tournament should include six or more teams. The Secretary was requested to communicate with the different clubs in the Colony and invite them to join.

The election of officers was postponed till May 17, when it will be definitely known if a tournament can be organised. A vote of thanks to the Hon. Sec. Mr. F. M. Mohler was proposed by Mr. J. H. Mead and approved by the meeting.

The position of the teams in the League is as follows:—

MATCHES.	
TEAM.	P. W. L. Pts.
Kowloon C.C.C.	8 ... 7 ... 1 ... 14
Chinese Y.M.C.A.	8 ... 7 ... 1 ... 14
Dockyard R.C.	8 ... 8 ... 2 ... 5 ... 6
St. Stephen's College	8 ... 2 ... 6 ... 4
38th Co. R.G.A.	8 ... 1 ... 7 ... 2
The final, between K.C.C. and the Chinese Y.M.C.A. will be played at Kowloon to-morrow at 4.45 p.m.	

A GOOD RULE FOR THE HOME.

MAKE it a rule if your home is always kept on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy. It always cures promptly, and no household is safe without it. For sale by all Chemists and Druggists.

SHIPPING
P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
MARSEILLES & LONDON:
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NEURALIA"	23rd May at Noon	Middle of June	June

FOR
BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DILWARA"	23rd May	11th June

FOR
CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"ARRATON APCAR"	End of May	Due Calcutta June

FOR
SHANGHAI, MOJI, KOBE &c.

S.S.	Leave Hongkong about	Due Shanghai about
"DILWARA"	10th May at Daylight	Shanghai only
"ARRATON APCAR"	15th May	Shanghai only

Wireless on all steamers.
For PASSENGER RATES, HAND-BOOKS, FREIGHTS, &c. apply to—
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA)

FOR VANCOUVER AND SEATTLE.
For Space and Particulars apply to DODWELL & CO., LTD., Agents

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES
Sailings from Hongkong:
For Freight & further particulars apply to DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.
SPECIAL JAPAN PORTS:
HOKUTO MARU on 8th May.
RIKUNO MARU on 15th May.
TANRYO MARU on 12th June.
BORNEO MARU on 16th July.
HOKUTO MARU on 27th July.
SPECIAL JAPAN PORTS:
BORNEO MARU on 11th June.
HOKUTO MARU on 21st June.
RIKUNO MARU on 4th July.
RANKI MARU on 26th July.
BORNEO MARU on 28th Aug.
HOKUTO MARU on 9th Sept.
For Freight or Passage apply to DODWELL & CO., LTD. Agents.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
* ANBU MARU Tuesday, 20th May.
* ANDES MARU Monday, 2nd June.
* Call Marseilles, etc.
SEENOA & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
KARADO MARU Friday, 9th May.
SUNROS AIRS, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.
HAWAI MARU Sunday, 16th June.
SPECIAL COLOMBO—Regular fortnightly service via Singapore.
KARADO MARU Friday, 9th May.
SAIGON, BANGKOK, SINGAPORE—Regular monthly service.
SEIKEN MARU Sunday, 11th May.
SYDNEY, MELBOURNE—Weekly service calling at AUCKLAND, NZ, and ADELAIDE.
RANKI MARU Tuesday, 10th June.
SPECIAL VANCOUVER, SEATTLE, TACOMA.
Regular fortnightly service touching at intermediate ports in Japan and
taking cargo on through Bills of Lading to U.S. in connection with Chicago,
Milwaukee and St. Paul Railway.
AFRICA MARU Thursday, 22nd May.
DAITOKU MARU Wednesday, 7th May.
SPECIAL PORTS—MOJI, KOBE, YOKKAICHI & YOKOHAMA.
SPECIAL TAKAO VIA SWATOW, AMOY.
These steamers have excellent accommodation for 1st and 2nd class Saloon
passengers and will arrive and depart from the HONG KONG FREE WHARF,
near the Customs Office.
For TAKAO via SWATOW and AMOY.
SOSU MARU Thursday, 8th May at 9 a.m.
For KEELUNG via SWATOW and AMOY.
AMAKURA MARU Sunday, 11th May, at 10 a.m.
For sailing dates and further particulars please apply to—
K. YAMASAKI, Manager.
No. 1, Queen's Building.
Tel. No. 744 & 745.

THE HONGKONG SCHOOL OF MOTORING.

Applications are now being accepted.
The School has accommodation for 200 pupils.
Courses for Mechanics and Driving
Special facilities will be offered to persons desirous
of becoming Chauffeurs and not having the means
pay for their course.
Works and school, Shaikwan.
Office, 3, Queen's Road Central.

SHIPPING
C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.
FOR SWATOW & SINGAPORE KANCHOW May 7, at 4 p.m.
SHANGHAI & TSINGTAO SUITONG May 8, at Noon.
SHANGHAI & TSINGTAO KWANGSANG May 11, Daylight.
SWATOW & BANGKOK CHINCHUA May 12, at Noon.
SHANGHAI TAI May 13, at Noon.
MANILA, OBU & LOLO TAINING May 14, at 3 p.m.
SHANGHAI SUKING May 15, at Noon.
SHANGHAI & TSINGTAO CHINCHUA May 16, Daylight.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation amidships. Electric Light and Fans in Saloon and
Staterooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 55.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).
FOR SHANGHAI via SWATOW HOPEANG WEDDAY, May 7, Daylight.
SHANGHAI HOPEANG WEDDAY, May 7, Daylight.
SANDAKAN HOPEANG WEDDAY, May 7, at Noon.
STRAITS & CALCUTTA HOPEANG WEDDAY, May 7, at 3 p.m.
MANILA WOSANG FRIDAY, May 9, at 3 p.m.
TIENSIN CHIPSANG SATURDAY, May 10, at Noon.
SHANGHAI CHIPSANG SATURDAY, May 10, at Noon.
STRAITS & CALCUTTA YATSHING TUESDAY, May 13, at 3 p.m.
MANILA WINGSANG FRIDAY, May 16, at 3 p.m.
CALCUTTA LINE—This line is now being re-organized and will shortly afford frequent
and regular sailings to Calcutta via Singapore and Swatow.
Steamers of the line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Yangtze Ports via Shanghai. Through Billading are
issued to all Northern and Yangtze Ports.
All passengers have excellent passenger accommodation, are fitted with Electric Light
and Fans and carry a fully qualified surgeon.
SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.
Steamers of the line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Yangtze Ports via Shanghai. Through Billading are
issued to all Northern and Yangtze Ports.
All passengers have excellent passenger accommodation, are fitted with Electric Light
and Fans and carry a fully qualified surgeon.
MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation, sailings from both ports every Friday.
HONGKONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Hobow, when independent of others.
BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
excellent accommodation for passengers.
SPECIAL JAPAN PORTS—A regular service is run from March to October between Hongkong
and Japan, calling at Yokohama and Choshi.
Under British Government Passport Regulations. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival, as destination passports with their
Photographs and description affixed thereto.
For Freight or Passage, apply to—
Tel. No. 215. **THE GENERAL MANAGERS**
JARDINE, MATHESON & Co., Ltd.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
REGULAR SAILINGS
BETWEEN
CHINA, MANILA, SINGAPORE, JAPAN
and SEATTLE.
S.S. "WINDYER" sails for SAN FRANCISCO—May 10th
FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
JOHN J. GORMAN, GENERAL AGENT.
Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.
SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.
Sailings from Hongkong—Subject to change without notice.
Steamers Tons Leave Hongkong
NIPPON MARU 11,000 3rd May from Yokohama.
TENYO MARU 12,000 6th May.
SHINYO MARU 23,000 23rd May.
SIBERIA MARU 20,000 24th May from Yokohama.
PERSIA MARU 9,000 18th June.
KOREA MARU 20,000 28th June.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, BALIMO CRUZ, BAILEA,
CALLAO, ARIKA and IQUIQUE.
Then on by Trans-Andean Route to Buenos Aires.
Steamers Tons Leave Hongkong
MIYO MARU 17,300 July 18th.
MIYO MARU 18,000 Sept. 10th.
MIYO MARU 18,000 Nov. 4th.
Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, &c. apply to—
T. DAIGO, MANAGER,
KING'S BUILDING.
Telephone Nos. 2374 and 2375.

Koninklyke Paketvaart Maatschappij.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship
"VAN WAERWYCK"
will be despatched on the 14th May to—
SINGAPORE, PENANG and BELAWAN DEIL.
This Vessel offers excellent Cabin-accommodation for Saloon-passengers.
Wireless Telegraphy.
For Freight and Passage apply to:
JAVA-CHINA-JAPAN LIJN,
Telephone No. 1574. Agents.

SHIPPING
CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE
SAILINGS FROM HONGKONG TO VANCOUVER
via NAGASAKI (or MOJI) KOBE and YOKOHAMA.
STRAITS FROM HONGKONG. ARRIVE VANCOUVER.
Empress of Russia 8th May 29th May.
Empress of Asia 29th May 16th June.
Empress of Russia 26th June 14th July.
Empress of Japan 9th July 30th July.
Empress of Asia 24th July 11th Aug.
Monteagle 2nd Aug. 26th Aug.
Empress of Russia 21st Aug. 8th Sept.
Empress of Asia 18th Sept. 6th Oct.
"FARES HONGKONG TO EUROPE."
"EMPRESS OF RUSSIA" Gold \$192.00
"EMPRESS OF ASIA" Gold \$192.00
"EMPRESS OF JAPAN" Gold \$192.00
"MONTEAGLE" Gold \$192.00
Payable in Local currency at demand rate on New York.
For particulars regarding passage fares, sailings and reservations of accommodation, also descriptions of ships and descriptive literature, apply to—
P. D. SUTHERLAND, General Agent, Passenger Department.
PHONE 705.
For freight rates and through bills of lading, via Vancouver, in connection with Canadian Pacific Railway to all Canadian Ports in Canada and United States, also to Europe and West India, apply to—
J. H. WALLACE, General Agent.
PHONE 42.
HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast, High-Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in Staterooms
and Saloons. Excellent Cuisine.
SWATOW, AMOY & FOCHOW
AND RETURN.
(Occupying 8 to 12 Days)
HAIHONG Capt. J. W. EVANS FRIDAY, 8th May at 2 p.m.
SWATOW.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAFRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.
"NANKING" (15,000 tons, American Registry). "CHINA" (10,200 tons, American Registry).
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" June 19th, 1919. "CHINA" July 2nd, 1919.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
O.H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1354.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.
PROPOSED SAILING.
From Hongkong: Connecting with From Colombo:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

THE BANK LINE, LTD.
MANAGING AGENTS.

"ELLERMAN" LINE.
(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.
FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.
For STRAITS SAILA
Subject to change without notice.
Or to REISS & Co., Canton. **THE BANK LINE, LTD.**
General Agents.

HONGKONG TAILORING CO.

LADIES' and GENTS' TAILORS, DRESS-MAKERS
MILLINERS and DRAPERS, &c.
New and up-to-date Materials in Stock.
No. 14, D'AGUILAR STREET, CENTRAL.
TELEPHONE No. 2280. HONGKONG.

**MORE ABOUT THE POOH
BAH OF TRANSPORT.**

THE AMAZING BILL.

The Parliamentary Correspondent of a Home shipping paper says:
No special statement has been issued for publication as to the result of the deputation to Sir Eric Geddes which was held in private on Wednesday afternoon, the natural inference from this attitude of reticence is that the Government is faced with the need of recasting its policy. Certainly, to say the least, a spirit of compromise is in the air. Whatever happens to the bill Sir Eric Geddes will surely go down in Parliamentary history as the "Pooch Bah" of politics. His career certainly presents Gilbertian features. He has been most things by turn and nothing long. He was several things, somewhere in France, and has gone from post to post in England. If he achieves his ambition of directing all forms of transport by land, air and sea, he will become the Lord High Everything of which Gilbert wrote and for whom Sullivan composed. Sir Eric is credited with possessing great determination and that driving force necessary to force bills through a reluctant House of Commons, or to steer a coach and four through the clauses of the subsequent Act if such a feat seemed desirable in the national interests. Yet even this ruthless politician of the new school was probably surprised at the strong attitude taken up by the representatives of docks and harbours and the M.P.'s who supported their case at today's deputation. I forbear to give currency to all the rumours which have been in circulation this evening, preferring to await a definite pronouncement. Reference was made in yesterday's comments on the situation to the hostile attitude of road authorities, and it can be definitely stated that there is grave objection to the proposal to hand over the control of the national electric supply system which is to be created to the new ministry. The main reason assigned for this action of the bill is that with the growth of electric traction on railways they would be among the largest consumers of current. This is a piece of special pleading which is quite unconvincing, and the case for the control of the electric supply business is as weak as that put forward for the absorption of dock enterprises. The feeling among this section of threatened interests is that the electric supply business if it is to be organised on sound lines will require the undivided attention of a considerable department, staffed by experts, and that it would be a fatal error to make it one of the side lines of the "Everything Ministry." The more the proposals of the Amazing Bill to constitute it are examined, the more apparent it becomes that the framers of this measure have failed to grasp the essential elements of the transport situation. Either that, or they have gone out of their way to realise the ambition of those who would make the new department a Government despotism of an unparalleled type. In either case, whether the mistake made is due to ignorance or design, the bill cannot be allowed to go on to the Statute Book in anything like its present form.

BRADFORD WOOLLENS.

The announcement that wool and tops can now be dealt in without restriction has given satisfaction, but the question is—Where are they? It is all very well facing these important commodities, but nobody is in possession of them, and considerable time must elapse before anything from the Cape can arrive to allow free transactions. There has been considerable business done on forward account in Cape tops, cablegrams reporting a distinctly firmer market. Cablegrams received this week intimate clearly that buyers must have higher limits by 1d. per lb. to enable them to operate, and where 64's Cape tops were selling a fortnight ago for June delivery at 5s. 9d. the same importer is to-day naming 6s. 1d. As a matter of fact, for a good warp article 6s. 2d. has been made this week net in 14 days. Both America and Japan are reported to be buying, while two leading Bradford topmakers are operating extensively. All this indicates good business, and still more would be done if there was any certainty felt regarding the future of wool values. The entire industry is waiting for the Government to give a lead, and it would be a good thing if Sir Arthur Goldinch would intimate at once what is to be the standard of values for the wools which are to be offered at the forthcoming London sales. There is no improvement in yarns or piece goods, and prices generally are still in buyers' favour. Mohair and alpaca do not show any change. A deputation was sent to London recently to walk upon the President of the Board of Trade with a view to straightening out the difficulties in regard to yarns which have been sold to French mills. There are also big quantities of piece goods sold to France, and a statement of these is anything but bright.

SHIPING

P. & O. BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER SERVICES

TO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON

Steamers	Leave Hongkong about	Due Marseilles about	Due London about
NEURALIA	28th May, at Noon	Middle of June	June

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
HEJAZ	4th May at Daylight	22nd May
DILWARA	23rd May	11th June

CALCUTTA via STRAITS and RANGOON.

ARRATOON APCAR	End of May	Due Calcutta June
----------------	------------	-------------------

SAILINGS ALSO TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Shanghai about
DILWARA	10th May at Daylight	15th May
ARRATOON APCAR	15th May	Shanghai only.

Tickets interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company. Passengers may travel by P.O. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P.O. Ticket Singapore to Colombo. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Freight Rates, Handbooks etc., apply to MACKINNON, MACKENZIE & CO., Agents.

22, Des Vieux Road Central, HONGKONG.

E. H. ING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS, viz. Steel Ship Plates, Angles and Bars. Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woo Street, Central.

NIPPON YUSEN KAISHA (JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	Tamba Maru, 13,510 tons	THURSDAY, 15th May, at 11 a.m.
Nagasaki, Kobe & Yokohama	Tango Maru, 13,760 tons	SATURDAY, 24th May, at 11 a.m.
London via Singapore, Malacca, Penang, Colombo, Suez & Port Said	Shidzuka Maru, 12,920 tons	SATURDAY, 17th May, at Noon.
Melbourne via Manila, Zamboanga, Thursday, Is, Townsville, Brisbane, & Sydney	Aki Maru, — tons	WEDNESDAY, 21st May, at 11 a.m.
New York via Muroran, San Francisco, Panama, Colon, Havana.	Kaifuku Maru, — tons	MONDAY, 12th May, at Noon.
Bombay via Singapore & Colombo	Kifunesan Maru, — tons	End of May.
Calcutta via Singapore, Penang & Rangoon	Tanaka Maru, — tons	Middle of May.

* Omitting Shanghai and/or Moji. * Wireless Telegraphy.

HONGKONG-VICTORIA B.C. SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, & YOKOHAMA.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

"Suwa Maru," MONDAY, 5th May, at 11 a.m.

* Omitting Manila and/or Port.

For further information apply to NIPPON YUSEN KAISHA, S. YASUDA, Manager.

Telephone 292 & 293.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.

Telephone 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

WONG PING WA, Manager.

Hongkong, April 1, 1919.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Shinyo Maru	Toyo Kisen Kaisha	On 23rd May.
San Francisco via Shanghai, Japan, &c.	Persia Maru	Toyo Kisen Kaisha	On 15th June.
San Francisco via Shanghai, Japan, &c.	Colombia	Pacific Mail S.S. Co.	On 21st May, at Noon.
San Francisco via Shanghai, Japan, &c.	China Mail S.S. Co., Ltd.	China Mail S.S. Co., Ltd.	On 2nd July.
San Francisco via Shanghai, Japan, &c.	Nanking	China Mail S.S. Co., Ltd.	On 19th June.
Manila, Cebu & Iloilo	Tamboo	Butterfield & Swire	On 13th May, at 3 p.m.
Victoria, Vancouver, Seattle & Tacoma	Africa Maru	Osaka Shosen Kaisha	On 2nd May.
Vancouver via Shanghai, Japan, &c.	Empress of Russia	Canadian S.S. Co.	On 29th May.
Sydney & Melbourne	Nankin Maru	Osaka Shosen Kaisha	On 10th June.
Australian Ports via Manila	Aki Maru	Nippon Yusen Kaisha	On 21st May, at 11 a.m.
Australian Ports via Japan	Kio Maru	Nippon Yusen Kaisha	On 12th July.
Shanghai, Kobe & Yokohama	Tamboo Maru	Nippon Yusen Kaisha	On 13th May, at 11 a.m.
Shanghai	Hopbong	Jardine, Matheson & Co., Ltd.	On 7th May, Dlight.
Shanghai	Suiyang	Butterfield & Swire	On 7th May, Dlight.
Shanghai	Teian	Butterfield & Swire	On 8th May, at Noon.
Shanghai	Dilwara	P. & O. S.N. Co.	On 10th May, at Noon.
Haiphong	Daitoku Maru	Jardine, Matheson & Co., Ltd.	On 12th May, at Noon.
Swatow & Hongkong	Chichibu	Butterfield & Swire	On 12th May, at Noon.
Swatow, Amoy & Foochow	Saha Maru	Osaka Shosen Kaisha	On 13th May, at Noon.
Swatow, Amoy & Foochow	Haihong	Douglas Lapsack & Co.	On 13th May, at Noon.
Manila	Wesang	Jardine, Matheson & Co., Ltd.	On 13th May, at Noon.
Sandakan	Hinsang	Douglas Lapsack & Co.	On 13th May, at Noon.
Singapore, Colombo & Port Said	Solator Maru	P. & O. S.N. Co.	On 13th May, at Noon.
Singapore, Penang, Colombo & Port Said	Kasado Maru	P. & O. S.N. Co.	On 13th May, at Noon.
London via Singapore, Hongkong & Cebu	Anur Maru	Nippon Yusen Kaisha	On 13th May, at Noon.
Singapore, Penang & Malacca-Deli	Yan Waagwijck	Nippon Yusen Kaisha	On 13th May, at Noon.
Mauritius, Delagoa Bay, Durban	Hawaii Maru	Osaka Shosen Kaisha	On 13th June.

NOTICES TO CONSIGNEES

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

From NEW YORK.

HE Steamship

"CELTIC PRINCE,"

Having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and at Consignees risk and expense.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Wednesday, 7th inst., at 10 a.m.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents.

Hongkong May 2, 1919.

SWAYNE & HOYT, INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO, JAPAN, & SHANGHAI.

THE Steamship

"ELDORADO,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence under from the wharves delivery may be obtained.

Goods of cleared by the 8th May 1919 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 8th May, 1-12, at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 2, 1919.

EUROPEAN AGENCY.

WHOLESALE Indents promptly

executed at lowest cash prices

for all British and Continental goods,

including

Books and Stationery.

Books, Shoes and Leather.

Chemicals and Druggists' Sundries.

China, Earthenware and Glassware.

Cycles, Motor Cars and Accessories.

Drapery, Millinery and Fancy Goods.

Fruit, Groceries and Provisions.

Hardware, Machinery and Metals.

Jewellery, Plate and Watches.

Photographic and Optical Goods.

Provisions and Canned Stores.

etc., etc.

Commission 2 1/2 % to 4 %.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Orders from £10 upwards.

Consignments of Goods sold on Account.

WILLIAM WILSON & SONS

Established 1814.

15, Abchurch Lane, London, E.C.

Cable Address: "WILSON," London.

SINGAPORE RUBBER

SHARE MARKET.

MESSRS. FRASER & CO.'S

QUOTATIONS.

SINGAPORE, March 17.

Alor Gajah (41) ... 3.20 3.40

Amal, Malay (7) ... 2.25 2.40

Ayer Hitam (43) ... 12.00 12.00

Ayer Kuning (41) ... 1.25 1.35

Ayer Molek (41) ... 2.30 2.50

Ayer Panas (43) ... 1.25 1.35

Balugong (41) ... 5.00 5.25

Bassett (41) ... 0.90 1.00

Batang Bone (41) ... 14.00 14.50

Batu Lintang (41) ... 0.80 1.15

Bukit Jelutong (41) ... 0.60 0.70

Bukit Kall (41) ... 0.51 0.75

Bukit Kepong (41) ... 2.25 2.75

Bukit K. B. (41) ... 0.55 0.75

Bukit Timah (41) ... 11.00

Changkat S'gong (41) ... 7.55 8.25

Glenside P'ns (41) ... 2.05 2.15

Haytor (41) ... 7.00 8.00

Indragiri (41) ... 7.10 7.50

Jaram (41) ... 1.30 1.45

Jimah (41) ... 1.75 1.90

Kamassan (41) ... 4.25 4.75

Kedah (41) ... 3.40 3.90

Kelamk R. (41) ... 6.50 6.50

Kompas (41) ... 7.01 8.10

Kluang (41) ... 6.55 6.10

Lunas (41) ... 7.85 8.25

Malaka P'ns (41) ... 2.35 2.45

Malakoff (41) ... 4.35 4.80

Mandak-Tekong (41) ... 0.75 0.85

Mergui (41) ... 5.90 6.25

New Serendah (41) ... 3.95 4.10

Nyalas (41) ... 7.10 8.00

Pajam (41) ... 11.25 11.75

Pantai (41) ... 1.35 1.50

Parit Pemak (41) ... 2.40 2.90

Perak River (41) ... 2.30 2.45

Pulau Baling (41) ... 3.25 3.75

Punggor (41) ... 0.55 0.75

Radella (41) ... 10.00 10.75

Sandycroft (41) ... 3.50 4.00

Serdai (41) ... 7.40 7.75

Sembong (41) ... 0.20 0.30

Sungai Bagan (41) ... 3.55 3.85

Sungai P'ns (41) ... 0.40 0.50

Tambak (41) ... 0.00 1.00

Tanjah (41) ... 17.00 18.00

Teluk Anson (41) ... 10.40 11.00

Tomerloh (41) ... 1.10 1.30

Trafalgar (41) ... 1.10 1.20

Ulu Pandas (41) ... 0.80 0.90

United Malacca (41) ... 1.25 1.35

Utan Simpan (41) ... 2.00 3.30

AGENTS.

LONDON.—WILLIAM SLATER, 42 Great

Basil Street, W.C., F. ALLEN, 11 &

12 Cannon Street, London, E.C.

NEW YORK.—J. B. BROWN, 101

Wall Street, New York City.

SAN FRANCISCO and America's Ports

generally.—DEAN & BLACK, San Fran-

cisco.

FOUCHOW.—BROOKER & CO.

AUSTRALIA, TASMANIA, AND NEW

ZEALAND.—GORDON & JONES, Mel-

bourne and Sydney.

OREYON.—W. M. SMITH & CO., THE

APOTHECARIES CO., Orem.

SINGAPORE, STRAITS, &c.—KELLY

& WALES, LTD., Singapore.

PHILIPPINE ISLANDS.—A. S. WAT-

SON & CO., Manila.

SHANGHAI.—Messrs. KELLY & WALES

LTD.

JAPAN.—Messrs. KELLY & WALES, LTD.

Kobe and Yokohama.

CANTON.—W. G. HUMPHREYS & CO.

THE CHINA MAIL.

5, Wyndham Street, Hongkong.

SHIPPING

PACIFIC MAIL S.S. CO

U.S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 Tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt

The most comfortable route to America and Europe.

Sailings from Hongkong at Noon

S.S. "COLOMBIA" ... WEDNESDAY, May 21st.
S.S. "VENEZUELA" ... WEDNESDAY, June 13th.
S.S. "ECUADOR" ... WEDNESDAY, July 13th.

These Steamers have the most modern equipment including overhead electric fans and electric lighting, ALL LOWER BERTHS and large comfortable Staterooms (All single and two berths only).

ENTERTAINMENTS.